

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

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**BY CABLE**

This is UNEVALUATED  
Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

1. At least three troop trains loaded with 122-mm artillery pieces departed from the Pionier Kaserne in Rathenow on 9 February 1953, and two additional troop trains departed on 10 February. The Pionier Kaserne was only partly occupied while other barracks and installations at Rathenow were still occupied to capacity on the evening of 10 February. About 250 empty cars were assembled at the Dallgow-Doebberitz railroad station; they included about 20 percent boxcars. [redacted] about 30,000 cars in all were made available for troop shipments. Allegedly no cars were to be provided for civilian freight traffic.<sup>1</sup> 25X1
2. [redacted] the following empty cars were to be made available: 382 flatcars at Halle between 2 and 8 February and 770 flatcars and 15 RRYm type flatcars at Neuruppin up to 12 February.<sup>2</sup> 25X1
3. The following troop movements were reported [redacted] 9 February, 1 train from Rathenow to Satskorn; 10 February, 1 train each from Rathenow to Grivitz (sic), from Wittenberg to Forst Zinna, and from Satskorn to Doebberitz.<sup>3</sup> 25X1
4. The Soviets ordered the following numbers of railroad cars to be made available: eighty boxcars, 100 flatcars, and 10 RRYm type cars at Forst Zinna on 11 February; 50 boxcars, 150 flatcars, and 3 RRYm type cars at Neuruppin on 14 February; and 90 boxcars and 100 flatcars at Altruppin on 15 February. About 10 February extensive loading operations by the Soviets were in progress in the Schwerin and Halle railroad districts. [redacted] two troop trains each were loaded in Boetsow and Dallgow-Doebberitz on 11 February. 25X1  
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25 YEAR RE-REVIEW

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Comments;

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1. The loading of three troop trains on 9 February was confirmed [redacted] 25X1  
 [redacted] The troops belonged to the 18th Howitzer Artillery Brigade of the 6th Artillery Division. The reported number of 30,000 cars seems highly exaggerated and is probably based on rumors. This assumption is confirmed by the total daily loading record of 27,000 to 28,000 cars for the entire civilian and military traffic of the Soviet Zone of Germany observed prior to early February. 25X1
2. The concentration of railroad cars at Halle and Neuruppin is believed possible in view of previous information of planned troop loadings in the Lossa area and the assembling of railroad stock in the Erfurt and Halle railroad districts. [redacted] 25X1  
 [redacted] There is no doubt that large troop movements were begun about 9 February. The size of the movement is similar to that observed during the fall maneuvers of 1952. A large scale winter exercise may be in progress, although none have occurred in previous years. 25X1
3. On 2 and 3 February, 1 troop train each day was dispatched from Wittenberg to Forst Zinna; they were probably loaded with tank units of the 6th Guards Tank Division.

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